

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STREET COMMITTEE

Tuesday, July 8, 2003
MAG Offices, Saguaro Conference Room
302 North First Avenue, Suite 200
Phoenix, Arizona 85003

MEMBERS ATTENDING

Don Herp, Phoenix, Chairman	*Chris Plumb, Maricopa County
Andrew Smith, ADOT	Kevin Wallace, Mesa
Mike Smith, Avondale	Andrew Cooper, Paradise Valley
Bob Darr for Dan Cook, Chandler	Burton Charron, Peoria
*David Evertsen, Gila Bend	*Bob Ronzo, Salt River Pima-Maricopa
Michael Vinson, Gila River Indian Community	Indian Community
*Bruce Ward, Gilbert	Aaron Iverson for Robert Brown, Scottsdale
Dan Sherwood, Glendale	Robert Maki, Surprise
Charles Hydeman, Goodyear	Larry Shobe, Tempe
Jim Ricker, Guadalupe	*Ralph Velez, Tolleson
*Horatio Skeet, Litchfield Park	*Jesse Mendez, Youngtown

*Members neither present nor represented by Proxy

OTHERS PRESENT

Randy Allenstein, ADOT	Stephen Tate, MAG
Terry Johnson, Glendale	Paul Ward, MAG
David French, URS	

1. Call to Order

The meeting was called to order by Chairman Don Herp at 1:32 p.m.

2. Approval of the June 10, 2003, Meeting Minutes

The minutes were unanimously approved.

3. Call to the Audience and Stakeholders

There were no requests to address the Committee during this part of the agenda.

4. Transportation Programming Manager's Report

Paul Ward briefly reported on the final closeout, identifying each project deferral and acceleration request that had been received, indicating anticipated funding levels and contingency projects and notifying members that the MAG Management Committee would meet tomorrow, Wednesday July 9, 2003, to act on the closeout. He informed members that the last opportunity to defer MAG FY 2003 federally funded projects and thereby preserve federal funding for these projects, would be at the July MAG Regional Council meeting.

Mr. Ward then briefly went over the anticipated schedule for the development of the Special FY 2004-2007 MAG Transportation Improvement Program (TIP) and the regular FY 2005-2009 MAG TIP. He noted that model network coding for the air quality conformity analysis of draft FY 2004-2007 MAG TIP would begin in August 2003. He stated that this Special TIP was being developed in order to guarantee that a discontinuity did not develop in the TIP process, should the FY 2005-2009 MAG TIP fail to be adopted on schedule. He noted that development of the FY 2005-2009 MAG TIP would be initiated by the approval of a new TIP Guidance Report and that the process for selecting new projects for MAG federal funding would probably not begin until after December, 2003.

After discussing TIP development, Mr. Ward briefed the Committee on Federal Form 536 requirements. He noted that these forms identified transportation funding and programming by local agencies and that ADOT staff collected this information. He noted that the primary local agency contacts for this information tended to be local agency finance and budgeting staff and that further information would be provided at the next meeting.

5. Federal Fiscal Year 2003 Close Out and Reprogramming Requests

Most of this material was covered in the previous managers report. Mr. Ward reported that MAG had received a late request from the City of Peoria to defer the MAG federally funded project at 83rd Avenue and Thunderbird Road and that this request would be considered by the Management Committee at their meeting scheduled for the following day.

9. Northern Avenue Super Street Concept

Terry Johnson and David French gave a presentation on a super street concept for Northern Avenue from Grand Avenue west to Loop 303 that had been developed by City of Glendale staff. Mr. Johnson introduced the concept. He noted that the concept had been developed as part of the planning process that had lead to voter approval of a transportation sales tax in Glendale. The concept had been suggested by citizen committees that had been involved in developing the Glendale plan and was incorporated in the plan presented to the voters for at least partial Glendale funding. Since the election, Glendale has worked closely with Luke Air Force Base, the Arizona Department of Transportation (ADOT), MAG, Maricopa County, and the cities of El Mirage, Peoria and Surprise to refine the concept, to coordinate its development and to fully fund it.

Mr. French indicated that the concept is intended to tie together improvements on Grand Avenue and Loop 303 in order to provide a high capacity arterial street route through the West Valley. It includes grade separated interchanges (GSI's) at all mile arterial streets and ramp connections to both Grand Avenue and Loop 303. Access to the facility would be at half-mile streets with strict restrictions on left-turn movements. The facility would include frontage roads and have a minimum six-lane cross section with a raised median, and curb and gutter throughout. Restrictions would be placed on driveway entrances.

The anticipated capacity of the facility is double that of an arterial street – approximately 80,000 passenger car units per day and will have an average speed of 45 miles per hour. The facility will also provide service to both passenger cars and trucks, but is unlikely to provide service to buses in local service. Bicycle travel on the facility is also likely to be discouraged because of the high anticipated speeds on the facility.

To mitigate potential adverse impacts on adjoining development a number of measures were identified. These included adopting an alignment that meandered to be away from existing development, using rubberized asphalt, adopting the ADOT noise mitigation standard and depressing the planned GSI at 103rd Avenue. It was noted that Glendale was working closely with westside

agencies to assure land uses compatibility with the concept. Policies that could help to assure compatibility include maintaining clean right-of-way take lines, locating utilities out of the way of the facility and adopting zoning and building standards compatible with the planned facility.

Larry Shobe noted that the concept reminded him of the concept that had originally been developed for the Squaw Peak and asked if ADOT would be the agency responsible for building and maintaining the facility. Mr. French noted that the design for the facility was a much lower level concept and that ADOT had not expressed an interest in implementing the concept. Mr. Johnson added that agency roles and responsibilities with regard to the facility had not yet been finalized. Kevin Wallace asked if the concept was related to Glendale light rail plans. Mr. Johnson indicated that the concept was unrelated, that the current light rail proposals focused on light rail development in the I-10 and Glendale Avenue corridors.

Stephen Tate asked about the safety of the facility. Mr. French indicated that excessively high speed on the facility could be a problem and that it would have to be closely monitored. Mr. Johnson noted that it was important to insure that land use adjacent to the facility was compatible to avoid safety problems.

6. MAG Federally Funded Locally Sponsored Project Development Status

Mr. Tate briefly requested that people review the project development status report that was included in the meeting packet and report changes. He also reminded members that their last chance to defer a FY 2003 MAG federally funded project would be at the July Regional Council meeting.

Mr. Tate then suggested that it might be a good practice for MAG member agencies to list in the TIP the design phases of MAG federally funded projects as it would provide a clear indicator to MAG staff and the agency's own capital programming staff of needed actions. It would also provide a placeholder in the TIP for agencies to shift MAG federal funds to the design phase of projects in the closeout. Mr. Ward amplified Mr. Tate's remarks and noted that a very large number of MAG federally funded projects had been deferred this year and that it was important to start addressing the issue. Chairman Don Herp expressed interest in the concept.

7. Development of the FY 2004-2007 MAG TIP

Mr. Ward indicated that the updates of local project information for the TIP were due at the end of June. He noted that he anticipated MAG would begin the transportation modeling for an air quality conformity analysis in August, 2003.

8. Freeway Coordination Issues and Strategies for Transportation Planning

Andrew Smith of ADOT indicated that he had not received many comments on the ADOT paper on freeway coordination and the paper was designed to improve coordination between ADOT and local agencies concerning freeways. He asked if members had comments. Burton Charron indicated that one problem that Peoria experienced was that Red Letter Notices were often not conveyed to project development officials in cities. Mr. Shobe suggested that ADOT should provide some clarification regarding prior rights, especially with regard to rights-of-way.

10. Adjournment

The meeting was adjourned at 2:35 p.m.